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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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SUBJECT Aviation Technical Training Center  
in Liptovsky Svaty Mikulas  
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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25 YEAR RE-REVIEW

STATE	ARMY	NAVY	AIR	FBI	AEC														
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USAF review completed

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REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 26 July 1954

SUBJECT Aviation Technical Training Center in  
Liptovsky Svaty Mikulas

NO. OF PAGES 7

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**I. Identification Data and Points of Interest:**

Reference is made to Enclosure 1, this report, Overlay on  
Scale 1:100,000, [redacted], locating the aviation technical center  
in Liptovsky Svaty Mikulas.

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Pt. # 1. Double Railroad Line, led from Zilina  $\angle N 49-13$ , E 18-447  
to Kosice  $\angle N 48-42$ , E 20-457.

Pt. # 2. Liptovsky Svaty Mikulas,  $\angle N 49-05$ , E 19-377, about 6,000  
population.

Pt. # 3. Liptovsky Hradok,  $\angle N 49-02$ , E 19-447.

Pt. # 4. Road, four meters wide, rolled top, ditches on sides.

Pt. # 5. Svaty Peter,  $\angle N 49-03$ , E 19-447.

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25 YEAR RE-REVIEW

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Pt. # 6. Vavrisovo,  $\angle$ N 49-04, E 19-457.

Pt. # 7. Place called Mokrad (coordinates not available) where the aviation technical training center was transferred from Liptovsky Svaty Mikulas sometime in 1953.

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this place was a former airfield, completely bombed out by the Germans during World War II. (For site layout see Enclosure 2, this report.)

Pt. # 8. Aviation Technical Training Center, located on the northern outskirts of Liptovsky Svaty Mikulas. (Pt. 2). this school moved to (Pt. 7).

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Further reference is made to Enclosure 2, this report. Sketch of the Aviation Technical Training Center in Mokrad.

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this training center was Liptovsky Svaty Mikulas between July 1951 and July 1952. this fact was generally known among all the military.

Pt. # 1. Guard House, brick, housed about 15 military guards, dressed in dark blue uniforms, armed with machine guns ("25" type, 9 mm. calibre) with 40 rounds of ammunition.

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Pt. # 2. Building, brick, single-story

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Pt. # 3. Building, brick, single-story, contained airmen's quarters and classrooms.

Pt. # 4. Building, brick, single-story, with kitchen, mess hall, and a recreation hall.

Pts. # 5, 6, 7, 8 & 9. Buildings, similar construction and same purpose as buildings, (Pt. 3).

Pt. # 10. Hangar, under construction, reinforced concrete

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Pt. # 11. Building, brick, four-storied, it was to be the main administration building.

Pt. # 12. Hangar, reinforced concrete, shed-type roof; aircraft parked there: two C-104, three C-106, two IL-65 or 68, three SCHWALBE or ME-260 - 270, three ME-109, two B-33, two C-3, three C-2, and one P-2.

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Pt. # 13. Building Areas with various buildings under construction.

Pt. # 14. Runway, grass, level,

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all the buildings there were newly constructed.

# I. General Outline of the Aviation Technical Training Course in Liptovsky Svaty Mikulas:

1. the aviation technical training center was originally founded in Liberec  $\angle$ N 50-47, E 15-037, (date unknown), and was then called Military Mechanics Technical School (Vojenska odborná škola vojenských mechaniků - VOSLOM). In 1950 it was transferred to Liptovsky Svaty Mikulas and renamed Aviation

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Technical Training Center (Letecke technicke uciliste - LTU). This same school was again transferred to Mokrad in 1953.

2. Following is the description of the course given in Liptovsky Svaty Mikulas [redacted] The course was given to two classes. [redacted] 69 [redacted] candidates, who possessed two years' elementary training in Olomouc, made up one class. The second class consisted of 100 draftees who had no previous elementary training in aviation mechanics. [redacted] the candidates received intensive training for two years in the same subjects [redacted] one more group with elementary training in Olomouc was to be sent to Liptovsky Svaty Mikulas for six months' training.

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3. Branches of the Aviation Technical Center:

The Aviation Technical Center was divided into the following branches:

- a. Engines and Fuselage
- b. Armament
- c. Electricity
- d. Cockpit Instruments
- e. Radio Technique
- f. Photo-mechanics

The main branch was the engine and fuselage section. [redacted]

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4. Daily Schedule:

Each branch of the Technical Training Center had to maintain the following schedule:

0600 - 0615 Reveille  
 0615 - 0630 Physical Exercises  
 0630 - 0640 Clean-up Period  
 0640 - 0700 Tidying-Up of Rooms  
 0700 - 0730 Breakfast  
 0730 - 1130 Classes  
 1130 - 1200 Lunch  
 1200 - 1330 Free Period  
 1330 - 1730 Classes  
 1730 - 1800 Dinner  
 1800 - 2300 Free Period  
 2300 Lights Out

5. Subjects:

Aerodynamics (Main Subject)	1 hour daily	Six days a week
Engine Theory	1 hour daily	Six days a week
Fuselage Theory	1 hour daily	Six days a week
Electricity	3 hours a week	
Cockpit Instruments	2 hours a week	
Jet Engines	4 hours a week	
Political Indoctrination (Considered the second main subject)	2 hours daily	Six days a week
Photography	1 hour a week	
Russian Language	4 hours a week	
Combat Preparedness	2 hours a week	
Physical Exercises	4 hours a week	
Engine Construction:	(This was an applied theory course after two months of general theoretical review).	

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<u>Type of Engine</u>	<u>Total No. of Hours</u>
Walter Micon & Walter Minor (C-106, C-106 acft.)	10 hours
Continental (All types of trainers)	5 hours
Praga-D (PIPER CUB aircraft)	3 hours
YUMO-00,4 (SCHWALBE aircraft)	35 hours
YUMO-211 (ME-109 aircraft)	80 hours
ARGUS-410 and ARGUS-411 (C-2 and C-3 aircraft)	60 hours
M-82 (LA-6 up to LA-9 aircraft)	40 hours
Fuselage construction	(Also an applied theory course after two months of general theoretical review).

<u>Type of Aircraft</u>	<u>Total No. of Hours</u>
C-106 and SOKOL	5 hours
PIPER CONTINENTAL	None
PRAGA - BABY	None

it was assumed that these two aircraft were so simple that no time was spent in studying them.)

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SCHWALBE	35 hours
ME-109	110 hours
C-2	60 hours
C-3	60 hours
LA-8 and 9	

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## 6. Examinations:

group of 70 candidates was divided into three sections. Instructors prepared a seven-minute oral and written quiz for each class meeting. Grades were recorded numerically; the highest grade was five. Final examinations lasted about a week and were conducted orally. They were supervised by a committee from the Ministry of Defense in Prague. none of the 70 candidates failed the course. It was customary that upon finishing this course a candidate would graduate as a second lieutenant; however, 50 of the 70 candidates were not commissioned but graduated as sergeants and lower ranks because of political unreliability.

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8. Instructors:

There was one instructor for each subject taught. [redacted]

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[redacted] Jaroslav DROBNY, [redacted] taught the M-82 engine.  
[redacted] anybody who was qualified to teach any of  
the subjects in the curriculum tried to avoid being an instruc-  
tor because it meant very low pay. very little free time. and a  
small town to live in. [redacted]

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Enclosures:

1. Overlay [redacted] Scale 1:100,000, [redacted], Locating  
the Aviation Technical Center in Liptovsky Svaty Mikulas
2. Aviation Technical Center in Mokrad

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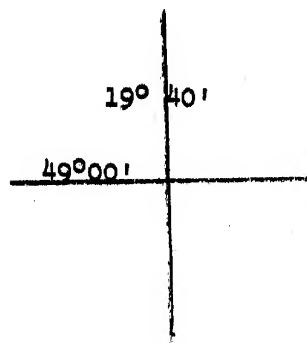
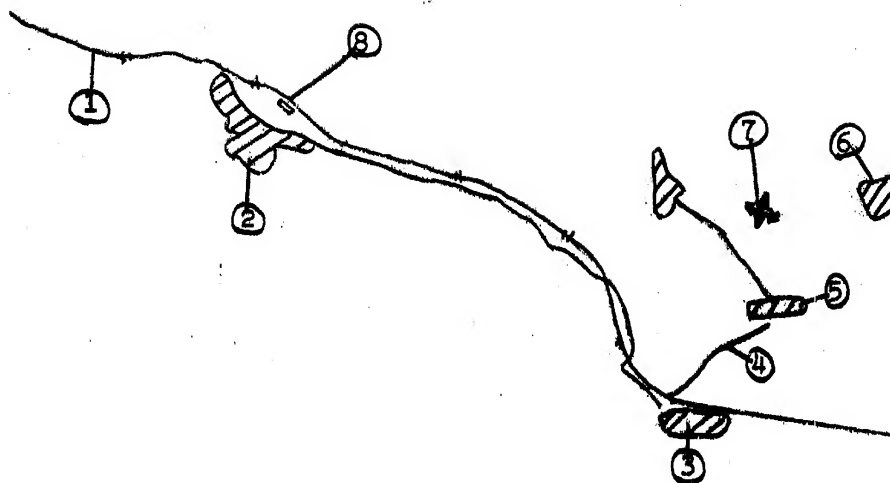
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Enclosure 1: Overlay  Scale 1:100,000,   
Locating Aviation Technical Center in Liptovsky Svaty  
Mikulas

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19°30'

49°10'



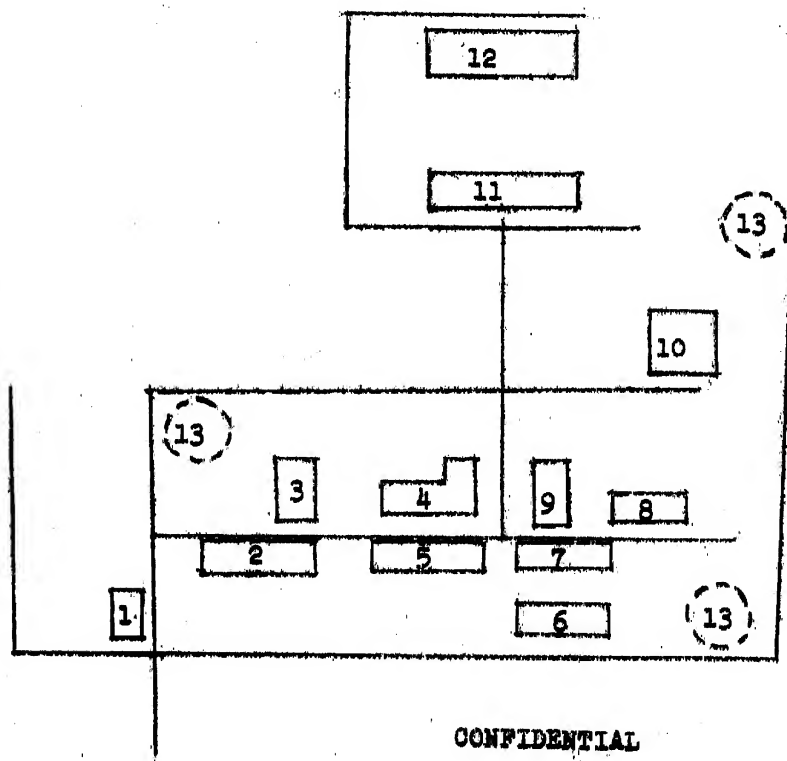
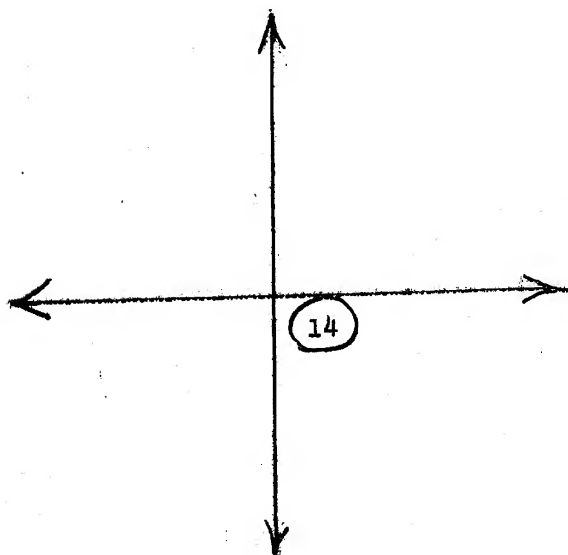
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Enclosure 2: Aviation Technical Center in Mokrad



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